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TCS #4591/63-KH  
PID/IB-286/63  
21 October 1963  
Copy # 6

MEMORANDUM FOR: Chief, Manufacturing & Services Division, ORR

ATTENTION:

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THRU: Chief, Requirements Branch, Reconnaissance Group, CGS

FROM: Chief, CIA/PID(NPIC)

SUBJECT: Pao-Tou Tank Plant

REFERENCES: Requirement No. C-RR3-80,522  
CIA Project No. C 1413-63

1. This memorandum is in response to the referenced requirement which asks for a detailed analysis of the Pao-Tou Tank Plant, level of activity and expansion since

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2. Reference should be made to pages 14 through 20 of Photographic Interpretation Report, Industrial Complex, Pao-Tou, China (NPIC/R-1405/63), which describes the tank plant, called Vehicle Plant in the above report, and a nearby heavy fabrication plant.

The Tank Plant is carried in the Bombing Encyclopedia as Ping-li-she-cheng Tank Plant,  and the Heavy Fabrication Plant may possibly be the Ping-li-she-cheng Armament Plant,  These plants, located less than a mile apart, probably operate in conjunction with each other.

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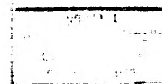
3. The following photographic coverage was analyzed for construction activity and level of production.

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Page 2**4. Tank Plant.**

On the earliest coverage of Pao-Tou, [ ]  
the building layout and construction basically appears the same  
as on coverage of [ ]

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On coverage of [ ] slightly less than half  
of the gas plant (identified as steam plant in NPIC/R-1405/63)  
was in operation, one adjacent cooling tower was operating, one  
stack at Machine Shop No. 5 was emitting smoke, steam was issuing  
from the roof of the same machine shop at two places, and approx-  
imately 20 rail cars were in the plant area. Seven of these cars  
were in the area of sand storage. A limited number of personnel  
were observed.

On coverage of [ ] the production activity  
at this plant appeared to be reduced from that observed on [ ]  
[ ] (see Enclosure CIA/PID/IB/P-643/63). Part of the gas plant  
was operating, steam was issuing from only one area of Machine  
Shop No. 5, and fumes or a haze appears over Machine Shop No. 6.  
More parts and material were observed stored in the open on  
[ ] and the rail activity  
was considerably higher in [ ] with 58 rail cars being  
observed. The quantity of foundry sand stored northeast of  
Machine Shop No. 1 was less in [ ]

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In general production activity at this plant appears  
to be low; almost all the large stacks are dormant and little  
personnel or vehicle activity is noted.

No new construction was observed in the plant proper;  
however, construction continues in the testing area. The building  
measuring 110 by 30 feet (see Page 19 of NPIC/R-1405/63) is  
completed and construction continues on the hangar-type building.  
The cross country track has been improved and a network of roads  
has been constructed in this test track area (see Enclosure  
CIA/PID/IB-P-644/63).

Since [ ] five small excavations and a connecting  
trench have been added along the midline of the oval test track.  
The small excavations, which are almost equal distance apart, may  
possibly be for observation or instrumentation posts where infor-  
mation on vehicle characteristics could be collected and the trench  
could possibly be for cables which would relay such information  
to a control center. (see Enclosure CIA/PID/IB-P-644/63).

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From the continuing construction activity in the test track area it appears that tank production is anticipated.



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The square feet of roof cover of the major production buildings at the tank plant are as follows:

<u>Identification</u>	<u>Sq. Ft. of Roof Cover</u>	
Ten machine shops	[REDACTED]	25X1
Assembly Building	559,075	
Two foundries & one poss. foundry	277,375	
TOTAL ROOF COVER	[REDACTED]	25X1

5. The Heavy Fabrication Plant (see pages 14 and 15 of NPIC/R-1405/63) which is possibly the Ping-li-she-cheng Armament Plant is the second plant in the Pao-tou complex to be considered in this memo.

On the earliest coverage of Pao-tou, [REDACTED] the building layout and construction basically appears to be the same as on coverage of [REDACTED]

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The level of production activity as of [REDACTED] appears to be almost at a standstill and perhaps is. A gap in photo coverage precludes a definite statement. Rail activity is very low, with only four rail cars and a locomotive observed in the area.

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On coverage of [REDACTED] the production activity appears to be almost at a standstill with the exception of the gas plant. This plant is in partial operation which would indicate that

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at least a limited amount of production is underway. All of the large stacks are dormant and vehicle and personnel activity cannot be determined. Rail activity is up considerably over [ ] with approximately 50 rail cars observed in the plant area.

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Except for the completion of one small building plus a new service road, a hardstand and entrances being added to another building, a shop measuring 360 by 140 feet (see NPIC/R-1405/63), there has been no construction activity (see Enclosure CIA/PID/IB-P-646 and 647/63). This shop is now connected with the plant proper whereas before it was enclosed by a fence and had an outside entrance.

In general production activity at this plant appears to be very low; however, the large quantities of material stored in the open and stains on the roofs of several buildings indicates that the plant has been in operation.

The square feet of roof cover of the major production buildings at this heavy fabrication plant are as follows:

<u>Identification</u>	<u>Sq. Ft. of Roof Cover</u>
Assembly Building	496,625
Four machine shops	724,525
Two engineering bldgs.	120,050
Foundry & Prob. foundry	145,175
Probable erection shop	118,400
Two prob. rolling mills	274,975
Prob. open hearth furnace bldg.	52,825
Two small shops	63,600
TOTAL ROOF COVER	<u>1,996,175</u>

6. Although the exact production equipment located within these two plants is not known it appears that they do have facilities capable of a wide range of heavy products. The foundries and various furnaces indicates that they could produce special steels which could be used for armor plate and gun barrels. The numerous crane-served storage yards are evidence that the products of both plants are of a heavy nature.

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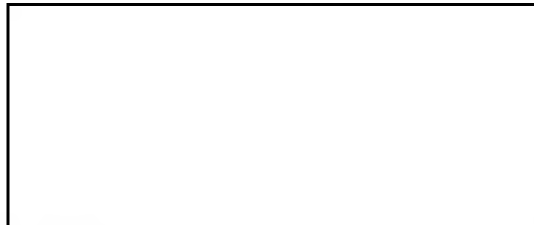
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7. The photo analyst on this project was  who may be contacted on extension 2547 should you have further questions regarding this project.

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8. This memorandum and annotated photo enlargements completes this requirement.



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Enclosures:

5 Annotated Photo Enlargements  
(CIA/PID/IB-P-643/63 thru P-647/63)

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NO FOREIGN DISSEM

# PING LI SHE CHENG TANK PLANT

PAO TOW VEHICLE PLANT

NO 399-109 54E

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